

Intimation.

Auctions.

PUBLIC AUCTION.

THE Underwriters have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

THURSDAY, the 21st April, 1910, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A QUANTITY OF HIGH CLASS GOOD COMPRISING—

DOUBLE DAMASK SERVIETTES and TABLE CLOTHS, Ladies' and Gentlemen's HANDKERCHIEFS, HAND-EMBROIDERED BEDSPREADS, FINE TURKISH TOWELS, BATH TOWELS, BATH SHEETS, BED SHEETS, WHITE and CREAM LACE CURTAINS, CARPETS, RUGS, &c., &c.,

AND A few lots of Ladies' and Gentlemen's GOLD and GOLD-GASED WATCHES, ALBERTS, GUARDS, NECKLACES, BRACELETS, RINGS, CHRONOGRAPH STOP WATCHES, SILVER WATCHES, &c., &c.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 16th April, 1910. (309)

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by PUBLIC AUCTION, ON

FRIDAY, the 22nd day of April, 1910, at 3 P.M., at their Sales Rooms, Ice House Street,

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY, Situate at Victoria in the Colony of Hongkong, viz.:

ALL THOSE PIECES OR PARCELS of GROUND situate at Victoria, aforesaid, registered in the Land Office respectively, as THE REMAINING PORTION OF SECTION A OF INLAND LOT No. 503, and THE REMAINING PORTION OF INLAND LOT No. 505, together with the messuages thereon, known as Nos. 54, 55, 56, 60 and 62, Stone Nullah Lane, and Nos. 4, 6, 8, 10 and 12, Wan Chai Road, Area 3094, Square foot or thereabouts, Term 999 years. Actual Crown Rent £55.00.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER, Princes Building, Ice House Street, Solicitors for the Mortgagee,

or to—
Messrs. HUGHES & HOUGH, Auctioneers.

Hongkong, 11th April, 1910. (307)

Intimations.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

SOLE Agents for FERGUSON'S SPECIAL CREAM and F. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORMS AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES,

Hongkong, 11th March, 1910. (309)

FURNITURE WAREHOUSE,

LI KWONG LOONG & CO.

■ ■ ■ ■ ■

CABINET-MAKERS AND ART DECORATORS, from Shanghai, have re-opened their FURNITURE STORE

at

No. 39, DES VOEUX ROAD CENTRAL,

the only shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Ansvers to our Dispensary, and gave us every satisfaction."

(Sd) A. S. WATSON & CO.

25th May, 1910.

ORDERS punctually attended to, and CHARGES reasonable.

AN INSPECTION INVITED.

LI KWONG LOONG & CO.

Hongkong, 11th April, 1910. (309)

THE RUBBER SUPPLY.

It is somewhat curious that the Brazilian Government has in recent years done little or nothing in the way of encouraging the expansion of the rubber gathering industry in its immense areas of virgin forest land. Information forthcoming from people well in touch with the local conditions in Brazil is to the effect that Para rubber as at present exploited cannot continue to compete successfully in the world's markets when once the Eastern plantations have attained a large degree of development, of which development there is a certainty. The cost of the bare necessities of life, to say nothing of the comforts of existence, has greatly increased in Brazil, and the lot of the native labour is in the most wretched and monotonous character. The real danger to the Amazonia industry lies, indeed, in the competition of cultivated rubber, akin to that produced in the Federated Malay States. The Brazilian output could hardly be maintained at its present size, indeed, unless prices continue at a high level. The working expenses are so great, the taxes imposed so onerous, that any permanent fall in the selling rates of rubber would involve, it is suggested, not alone the diminution of production, but a serious curtailment of national income and State revenue.

Rubber cultivation in the East and, no doubt, elsewhere can be carried on profitably by steadily improving the methods, at a rate of expenditure which would be wholly inadequate when dealing with virgin forest land; therefore there does not appear to be much attraction for foreign capitalists to invest money or acquire properties in the Amazon Valley region. Apart from the output of fine Para rubber, it may be remarked that increasing quantities of lower grade description of produce are being exported from other parts of Brazil, and this tendency may proceed further, though to what extent it is impossible to forecast.

In the States comprised in Central America a fair amount of rubber is produced, but only small quantities are obtained from Ecuador, Nicaragua, and Colombia; nevertheless output from those areas cannot be altogether disregarded. Mexico, however, is a more prolific source of supply, enterprise, there being chiefly backed up by United States capital, while the product is mainly absorbed by North American consumers, and hence comparatively little finds its way to Europe. In these countries the tendency is to increased output, and systematic cultivation is being carried on to an enlarged extent, though Europe takes but little interest in developments here.

Outside the Western Continent the most important contributor to the world's supplies is tropical Africa, which furnishes fully one-third of the total crop. In 1907 the gross ascertained yield of the Dark Continent was 25,600 tons, and the returns for 1908 fell to 22,000 tons, but last year rose to 24,000 tons; therefore it will be seen that notwithstanding the remarkable advance in the price last autumn, the supplies in 1909 failed to catch up with those of 1907. This naturally tends to emphasise the fact that there are considerable difficulties in Africa in extending operations even under the stimulus of high prices. These difficulties chiefly centre upon the labour supply, as in the Amazon Valley; moreover, there is a decided lack of organisation, while the methods in vogue amongst the natives are necessarily crude in the extreme, and very wasteful, whereby the virility of the plants is imperilled and their productiveness impaired. Another obstacle of importance is the great distance which has to be covered in bringing rubber down to the coast, and the absence of cheap and rapid transport. By far the greater part of the African output comes from the West Coast district, which provided 15,500 tons last year, compared with 14,000 tons in 1907. The most productive regions of West Africa are the Belgian and French Congo—the former reckoning with horrors and atrocities. There are besides the French and British Colonies of Western Africa, Angola, and Mozambique. The output in the Island of Madagascar is also of some importance, while developments are on foot to extend the industry under French auspices. Since the acquisition of the Congo Free State by Belgian Government compulsory working was nominally put a stop to, and, if the spirit of the regulations, or even their strict letter be observed there is little doubt that the returns of rubber from this quarter will be considerably diminished. It is, indeed, predicted that this year's output will mark quite a notable shrinkage, for the natives loathe the industry owing to the long years of brutality and mutilation suffered by them under the old regime. In the course of time and by a steady persistence in more humane methods the present aversion can be conquered, but this process will take some years for its fruits to be gathered. Within the last few years the most extravagant predictions were made as to possibilities of increasing the African output, chiefly with reference to the Belgian Congo, because of reports often circulated as to the systematic and extensive planting in progress, but these are to a great extent mythical. Looking at the prospects of production all over the Dark Continent, there is but little reason to apprehend that there is anything in store in the way of a surprise from a market point of view, possible deficiencies in one direction being compensated for by growth elsewhere, perhaps from the German colonies, where over £200,000 are invested in rubber plantations. Further, there have been attempts made in Northern Rhodesia to initiate planting, and also in British East Africa, but it is too early yet to prognosticate whether success will smile upon these, and there is no desire at present on the part of financiers to lead their funds into these districts for the greater of the Far East, as far as Africa eclipses all else. —*Financial Times*.

BULLION.

Messrs. Samuel Montagu & Co.'s Circular dated London, March 24, contains the following—

Gold.—The arrivals of bar gold amounted to about £50,000 sterling, and were divided between the Bank of England and the Continent, with the exception of about £18,000 reserved for India.

The rise in the Bank Rate last week had the effect of attracting gold from abroad, but only in small quantities. It is to be hoped that now that money has become dearer, more may come.

The following amounts have been received by the Bank:—

May 17, £9,000 in bar gold.

" 18, £14,000 in U. S. gold coin from

Paris, 6,000 in sovereigns from Paris.

" 19, 95,000 in bar gold.

" 20, 32,000 in "

" 20, 200,000 in U. S. gold coin from

Paris, 32,000 in bar gold.

" 21, 6,000 in U. S. gold coin.

" 21, 13,000 in sovereigns from Australia.

" 22, 60,000 in bar gold.

" 23, 51,000 in "

Withdrawals have been made as under—

March 17, £5,000 in sovereigns for the River

Plate, 25,000 in "

" 24,000 in "

" 19, 100,000 in "

" 23, 20,000 in "

" 23, 12,000 in "

The net inflow during the week is £15,000.

The India Council have acquired for the currency gold reserve, a further £300,000 in sovereigns, due from Egypt and Australia April 2 and April 23.

Silver.—It is an evidence of the healthy state of the market that the incidence of the enhanced silver duty in India has been so slight and evanescent.

The shadow of Indian Government buying is usually cast in front, so that, relying on past experience, the Indian Bazaar will doubtless anticipate the prospect of Government purchaser on their market as well as in London, and thus be confident that under favourable monsoon conditions, silver will be a safe investment.

It only to recall to the Indian Government at a later date.

Such an impression seems to have been at work this week, and orders to buy for the Indian Bazaar have been much in evidence.

China was inclined to feed the market when the price rose to £40 on the 22nd instant; yesterday a relapse to £37 brought buyers on China account, but the price closed the same evening at £37 15/16, thus showing the stability of the present range of prices.

The visible stock is now becoming less unwieldy; that in India (about 4,000 bars) is barely sufficient for working purposes, now that the parity with China is so close that the latter country occasionally draws upon the supplies in Bombay. It must not be forgotten, however, that the bulk of the £450,000, that was in Bond at Bombay, is still not withdrawn.

The output of silver for the province of Ontario last year equalled half the total production of the United States of America.

We bear that the number of false rupees composed of genuine silver that have come into circulation in India, is so large that it is believed a private mint has been established for that purpose in China.

About £100,000 is being placed on board this week's steamer for the East.

A shipment of £10,000 has been made from San Francisco to Hongkong.

Messrs. Mocatta and Goldsmid's Circular dated London, March 24, says:—

The Silver market has again shown considerable strength and the price has further improved, 24d. being quoted on the 22nd instant. There was a reaction the following day to 23d. on some China selling, but to-day the market is again firm, 23 15/16 being quoted with a steady tendency. The buying has been chiefly for the bazaars and for speculators, whose attention to the strength of the market has been attracted by the quick recovery silver has made to the level at which it stood before the imposition of the new import duties in India.

Some small shipments are being made both to India and China, and it is expected that the next two weeks will see considerable shipments to Bombay.

There was again a fair demand on Russia for Bar Gold, but the Bank of England secured over £300,000 out of this week's arrival on the same terms as last week.

The receipts include £176,000 in Bar Gold and £206,000 in U. S. A. coin, while the withdrawals for the week amount to £192,000 in sovereigns, chiefly for Egypt.

Dated the 18th day of February, 1910.

JOHNSON, STOKES & MASTER,

Solicitors for the Applicant,

8, Des Voeux Road Central,

Hongkong.

1910.

Intimation.

FRENCH STORE.

NOTICE.

We beg to inform our numerous

customers and the public in general

that we have been appointed Agent

for the "CREME SIMON" and

all Simon's Products for Toilet

Requisites, Perfumery, Powder,

Soap, &c.

INSPECTION SOLICITED.

1910.

YEE SING,

No. 4, D'AGUILAR STREET.

MANUFACTURE WHOLESALE AND

RETAIL DEALERS

in all kinds of hand-made

DRAWN and EMBROIDERY CHINESE

LINE GRASS CLOTH, PEWTER

WARE, &c.,

all of the best quality.

Hongkong, 17th December, 1910.

GREEN ISLAND CEMENT COMPANY,

LIMITED.

NOTICE.

PORTRY AND POETRY AT THE WHITE CITY.

Really to know Japanese pottery is to know the people of Japan, and, as we shall probably never quite fathom the depths of the Japanese character, we shall scarcely reach the inner meaning of the pottery. If we but touch the fringe we shall have done something.

The Satsuma vase, the koro with the kylin top, and the Imari plate that the average Western collector treasures are truly Japanese in so far as they came from Japan. Clever potters made—and, perchance, made them well—to suit Western taste. They knew well enough what we would like—a splash of colour, a crowded decoration and lots of gilding. These are not the previous things he and his ancestors have been treasuring for centuries wrapped in pieces of soft silk, enclosed in brocaded bags and stowed away in padded boxes, to be brought out one at a time, at social reunions and passed from hand to hand to be admired with bated breath for the thousandth time.

With the Japanese pottery and pottery go hand in hand. The potter is nearly always a poet, and puts his soul into his workshop. Perhaps one of the greatest charms of Japanese pottery is the personal note as against the impersonal character of Chinese Ceramic art. A Chinese vase will rarely bear any mark to identify it beyond the reign in which it was made, or perchance, some symbol denoting the quality of the porcelain or the purpose for which the vessel was intended. But a delicate piece of Arita eggshell will tell us it was made by Sampo at the 2nd hour, 11th or by Shingpo in B²z². A Nabeshima saucer with comb-teeth ("Kushido") decoration round the bottom rim—therefore destined for imperial use—will be made at Oho-kawaji-yama ("Great mountain between the rivers") whilst other wares hail from kilns situated at "Long Plateau," "Soubank," or "Ou-e-End."

When Gojodai Shonosuke of Ise went to Chikuzen to learn the mysteries of porcelain-making, he sent home a human document—an experimental piece of porcelain inscribed "horntail is rule." This was probably the beginning of porcelain-making in Japan.

With the Japanese the porcelain is an attempt; their pottery is native; and thus it is the pottery of Japan which will appeal most to the collector. With his translucent wares one generally feels that the Japanese is copying his Chinese teacher. He feels it himself, and as often as not, when he has produced something near to the original, he will inscribe it with the Siuun-Ti mark of the dynasty, or the signs of the "five blessings" so often found on the prototypes. He is rarely quite happy when copying. But give him a free hand, and, with a few strokes of his brush, he will present you with a whole chapter of folklore, or with you long life and good luck in five or more different ways within the circumference of a six-inch saucer-plate. He paints in a craze not only because, in fact, or at least, it is a thing of infinite grace, but because it signifies long life. No Japanese ever painted a dead crane, for that would be an anomaly. The hairy-tailed tortoise in the foreground, the bamboo in the middle distance, and the sacred mountain Fuji Yama in the background—all have the same meaning—the always-to-be-desired long life. On the outer edge he will put a conventional border of bats or the fruit of the egg-plant for good luck.

With the Japanese it is lucky to dream of one of three things—the egg-plant, the falcon, or Fuji Yama. One night at a missed opportunity of acquiring a pottery kettle of which the conical body represented the mountain, the spout being in the form of the fruit, whilst the falcon peeped out from its eyrie on the kettle-mountain side. There was a mountain of good luck for one to go to bed and dream of!

With the acquisition of a few pieces of real "old Japan" comes the Japanese habit of secretiveness. With one collector it came with an old Satsuma plate by Kaki-moto. He cannot be very well known here in England; as none of the handbooks mentions him; but he knew how to paint persimmon fruits, flowers, and almond-eyed ladies. The owner likes to keep this old plate stowed away in a native wooden box, to bring it out occasionally and feel the soft surface of the shallow face. It has the appearance and evocative touch of a piece of ivory yellowed with age. Its owner likes to muse on the quiet; decoration—a simple flower-study consisting of a spray of chrysanthemums and a rose in a square vase; in the background a litter of flowers and a pair of scissors. It is all so simple and so intimate! Imagine the reunion of friends—yourself and your host. He has given you a heap of blossoms, the best vase, and the shears, begging you to do him the infinite honour of arranging the flower study. You, in turn, have protested your entire unworthiness to meddle with such sacred things. He has left the room, and anon returns, to combat with his pride yourself-avowed failure. With many bows, the pretty compliment fly backwards and forwards like a charming game of shuttlecock, and it all makes for the gaiety of nations.

Much of the "Satsuma," so-called, in English collections is really Awata ware from the province of Kioto, made in the Satsuma and Nii-ai styles. Happy the man who owns a piece of real old Nii-ai—some sombre water-vessel or a vivid green-and-red incense-burner, made by the founder of the fabrique, Nonomura-ni-sei, prior to 1700.

A piece of early Kin-Kosan Kioto Satsuma is not to be despised, especially when it takes the form of a sectional coke-box, or a tea-canister made at least twenty or thirty years ago, before the Kanopan demand for highly-decorated "Satsuma" set in. The Kin-Kosan factory can still turn out the finest work in true Japanese style; but we must ask for it, and pay the price.

Meikan the younger is a worthy successor to his father, the master of Kioto's famous decorations, and refuses to paint more than a few pieces each year, every piece being an absolute gem. We must needs rise to his level, for he will not sink to our level in art. A study of the Japanese

by Meikan—or is it a real branch just blown by the summer breeze, or to the pale ivory surface of the vase?—may be counted to rank almost as high as one of the "five blessings"; either this or a tiny koto or spill, with a dozen or so of the forty-seven Kouki, in full suits of armour, the figures less than an inch long; but every feature—nay, almost every hair—perfect in detail. We can hardly expect that Meikan's very best work has been acquired by Europeans; but we shall surely see some of it under lock and key at the White City.

We have it from Count Muton's own lip that "the exhibits will include a number of precious examples certified as the 'Treasures of the Nation.' He tells us that even in Japan such treasures are never put on public show. Occasionally a piece or two may be shown to those who are quite capable of appreciating them. As an especial favour to their good friends the British, the authorities have consented with great reluctance and infinite grace" to part with their artistic treasures for a season on the distinct understanding that never again shall they be asked to "commit such a sacrilege."

Thus we may hope to see a representative collection of Yei-yaku wares from the eastern bronzes, known as Do Bato, of the first generation down to the Kioranti (brocade) porcelain of Zengoro Yei-yaku Ryuzen—tenth of his line—from "The Branch Factory of the River" or the saké cups of the thirteenth Zengoro, Yei-yaku Tokuzen. We may hope also to see some of the early works of Kakiyemon, the artist who did most to inspire the European taste of the mid-eighteenth century. Possibly we shall re-discover some of the lost models of the Bow and Chelica "Old Japan." But shall we see any of the precious tea-utensils which Rikku, the last of the great masters, distributed amongst his friends as, in tears, they left him one by one? The tea bowl we shall never see, for that sacred vessel became into many pieces before he launched his soul into the great unknown.

Japan will show us of her best. We shall see the "clay population round in rows" and we shall see—what we shall see.—A. E. Revere Hopkins in *Pall Mall Gazette*.

THE BOXING TRAGEDY.

REFEEF'S GRAPHIC STORY OF THE FATAL FIGHT.

Robert Patrick Wilson, journalist, of Flockton-nd, Camberwell, who acted as referee in the fatal boxing match at Wonderland between "Curly" Watson, at one time champion boxer in the navy, and Frank Inglis, the negro, told a graphic story of how Watson lost his life, at the resumed inquest.

He said the contest was one of ten two-minute rounds with one minute rest. In other respects the Queen'sberry rules were adhered to.

Watson had practically won when a blow was struck—he could not say quite where, but it seemed to be somewhere about the face. Watson fell; but immediately rose again and rushed at his adversary.

"I CAN SEE HIM NOW."

They clinched, and, breaking away, Watson apparently slipped quietly to the ground. He was down four or five seconds.

"When he got up," witness added, "the man had turned round so that Watson was immediately facing me. I can see him now. He came forward again, and I saw Inglis lead off with a very feeble effort."

"It only just reached Watson's throat, being more of a push than a blow. Watson, however, was coming forward, and, not recovering, he fell face forward within two feet of where I stood."

"I distinctly saw his chin strike the ground. I think that was the cause of his unconsciousness. I do not think he received any serious blow during the contest."

Witness had never in 40 years seen men behave more fairly or honorably to each other in the ring.

E. Ward Atundel, a market porter, of Great Dover-st, who acted as second to Watson, said he advised deceased to force the pace, and he did so. At the close, Inglis caught Watson a sharp blow on the throat, and he fell forward helplessly, being counted out.

It was stated, that Inglis was to receive £10, including expenses, and Watson £7, win, lose, or a draw.

INGLIS GIVES EVIDENCE.

Inglis, after being cautioned by the coroner gave evidence. He said he was a pupil, and resided at Kitchener-st, Birmingham. He was a native of St. Lucia, West Indies, and was 27. He met Watson nine months ago in a six-round contest at the Arena, Birmingham, and Watson won on points. In November they had a 30-round contest at the Scottish National Athletic Club, Glasgow.

Deceased fainted at the beginning of the first round, and, becoming unwell, stayed at the club all night. He was all right next morning.

Watson was leading on points. In the last round witness struck deceased; he thought, on the body. Watson fell, and, on rising again, they clinched. The second time deceased fell without being struck. Witness had not much strength left.

On the last occasion witness was in the attitude of striking, but Watson fell without being touched.

DOCTOR AND CAUSE OF DEATH.

Dr. Bernard Wallace said that, in his opinion, death was due to heart failure caused by concussion of the brain due to the diffusion of blood from a dilated artery.

The Coroner: What would lacerate the artery?—An injury to the head.

Could the blow which produced the bruise on the eye have been responsible for the laceration?—Yes. It might be caused by a simple fall.

The blow on the chin might have done it. Witness could not say which of the alternatives was the actual cause. The deceased bore no signs of severe punishment. He had evidently been in fit state for the contest.

A verdict of "Accidental Death" was returned.

Meikan the younger is a worthy successor to his father, the master of Kioto's famous decorations, and refuses to paint more than a few pieces each year, every piece being an absolute gem. We must needs rise to his level, for he will not sink to our level in art. A study of the Japanese

THE FAR EAST IN PARLIAMENT.

CHINESE FOLK.

Is the House of Commons on March 21, Mr. Fall asked whether the attention of the Government had been called to the promise made by the authorities in the Isle of Man that the Chinese pork which was being cured into bacon here, after being rejected at the ports of London and Liverpool, should not be offered for consumption in that island, but should be exported at once. Would the Government see that it was not landed in England?

Mr. Burns (President of the Local Government Board) said he had no information beyond what had appeared in the press. He would refer the hon. member to answers already given on this subject. The Local Government Board had no jurisdiction over the Isle of Man, but he would do his best to ascertain the facts.

RAILWAYS IN THE FAR EAST.

(3rd) Lord Balcarres, on behalf of Sir W. Bell, asked the Secretary of State for Foreign Affairs whether the Government's policy in the Far East would be modified in such a manner as to not run counter to British and American commercial interests.

Sir E. Grey: The questions of the hon. member are based upon a misapprehension, in the matter of the Chinchow-Aigun railway, in which His Majesty's Government have been pressed to take an active part, they are unable to do so, as they are bound to pay some regard to the provisions of the Anglo-Russian Agreement of 1899, which has never formally been abrogated. To interpret this attitude on their part as running counter to British and American interests is an entire misrepresentation.

Lord Balcarres, on behalf of Sir W. Bell, asked the Secretary of State for Foreign Affairs whether the American Government had requested the support of His Majesty's Government for the Chinchow-Aigun scheme; and if so, what reply had been given to the American Government.

Sir E. Grey: The answer to the first part of the question is in the affirmative. The attitude of His Majesty's Government towards the railway scheme has already been defined in my previous answer, and the United States Government have been kept fully informed of their views and of the view of the Anglo-Russian Agreement of 1899, upon which they are based.

Lord Balcarres, on behalf of Sir W. Bell, asked the Secretary of State for Foreign Affairs whether he had received any information concerning the reported agreement between Russia and Japan regarding Manchuria and Mongolia; and whether His Majesty's Government would define the right of those two Powers to interfere in the railway developments. China wished to make in those regions by the agreements she had signed with American and British groups.

Sir E. Grey: The answer to the first part of the question is in the negative. The hon. member has already been informed that it is not for His Majesty's Government to admit, deny, or decide the rights and interests of other Powers in the matter; and I must remind him of the agreement already referred to in previous answers.

OIL "BOOM" AND ITS BASIS.

SPECIAL INTERVIEW.

Mr. J. D. Henry, the editor of the *Petroleum World*, is of opinion that there are great developments ahead in the matter of the world's oilfields, especially in British territories. In Burma, Trinidad, Newfoundland, and Egypt, among other countries, he looks for a great impetus. Mr. Henry to-day gave our representative his impressions of the oil "boom" and its basis.

"We are certainly in for great times in the oil world during the next year or two, and oil should certainly outstrip rubber. I am glad to say that the basis of the 'boom' is good, for the industry is in a healthy condition. We shall, of course, have rotten companies, as well as good ones, floated on the strength of the 'boom,' but that is always the way. There are now about a score of concerns in process of incubation."

"The demand? Well, it is undoubtedly increasing rapidly. Oil fuel for the Navy is certainly a matter of great importance, and I happen to know that Navy men are delighted with it. The tendency will be for battleships to get larger year by year, and as the size increases so will the superiority of oil fuel to coal be more thoroughly recognized. The demand for general purposes, too, is on the increase.

"Will the great increase in the number of oil companies, and, therefore, the large supplies, not tend to depress prices? No, I should certainly say not. The oil industry is one of the few in which there are no surplus supplies. Were the production double what it is demand would exceed supply.

"How can the independent concerns work as against the American and other rings? American Standard Oil Company certainly controlled the industry, but then the oilfields of the world were well defined. They were in Russia and America. An arrangement was entered into between the Standard and Nobels, who controlled the Russian business, to divide the trade, the sphere of operations of each being well defined. After the Baku catastrophe and the decline of the Russian industry, the Standard invaded those portions of Europe from which it had originally been excluded. The Roumanian and Galician producers, however, were able to take the place Russia could have occupied, and fight the encroachments of the Standard. As our colonies begin to produce, a tariff will be erected against the Standard's products. The increase in the number of different oil-fields necessarily reduces the Standard's power over the industry."

Mr. Henry was enthusiastic as to the possibilities of oil within the Empire, referring particularly to Trinidad and Newfoundland, as a field of great importance.

Mr. Henry: What would lacerate the artery?

The Coroner: What would lacerate the artery?

Mr. Henry: What would lacerate the artery?

</

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S

Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER, SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamer.

From Quebec.

"EMPEROR OF CHINA" SATURDAY, APRIL 23RD.

"EMPEROR OF INDIA" SATURDAY, MAY 14TH.

"MONTEAGLE" TUESDAY, MAY 24TH.

"EMPEROR OF JAPAN" SATURDAY, JUNE 4TH.

"EMPEROR OF CHINA" SATURDAY, JUNE 18TH.

"EMPEROR OF INDIA" SATURDAY, JULY 16TH.

"Emperor" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. of Quebec with Atlantic Mail Steamer as shown above. The "Emperors of Britain" and "Emperor of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Emperors" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port.

Via New York.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—L. W. CRAWDFOORD, General Traffic Agent, Corner Fader Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	Steamship	To
SHANGHAI via SWATOW	HANGSANG	...THURSDAY, 21st April, Noon.
SHANGHAI	YATSHING	...FRIDAY, 22nd April, Noon.
SHANGHAI; KOBE & MOJI	NAMSANG	...FRIDAY, 22nd April, Noon.
TIENTSIN	CHIPSHING	...FRIDAY, 22nd April, Noon.
MANILA	YUENSANG	...FRIDAY, 22nd April, 4 P.M.
S'PAGORE, PENANG & CALCUTTA	FOOKSANG	...WED'DAY, 27th April, Noon.
MANILA	LOONGSANG	...FRIDAY, 29th April, 4 P.M.

RETURN TOURS TO JAPAN (OCCUPING 24 DAYS).

The steamers *Kutang*, *Nanmei* and *Hoochang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to—JARDINE, MATHESON & CO., LTD.,

Telephone No. 215.

Hongkong, 10th April, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To SAIL
WEIHAIWEI, CHEFOO and NEW-CHWANG	KWEIYANG	...21st April, 3 P.M.
SHANGHAI	ANHUI	...21st " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	TAIYUAN	...21st " 4 P.M.
SWATOW & SHANGHAI	SHAOHSING	...21st " 4 P.M.
CEBU & ILOOLO	KALFONG	...23rd " 4 P.M.
SHANGHAI	CHIHSIA	...24th " Daylight.
MANILA	TEAN	...26th " 3 P.M.
SHANGHAI	CHIEMAN	...26th " 4 P.M.
SHANGHAI	LINAN	...31st " Daylight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANU."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES—Fares booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SREW STEAMERS (Andam, Chusan, Lison, Chinkoo) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaves Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamer land passengers at Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to—BUTTERFIELD & SWINE, AGENTS.

Telephone No. 16.

Hongkong, 10th April, 1910.

19

Oct/Dec	Jan	Capita	For	Sailing Date
AFIRO	1910	R. Rodger	MANILA	SATURDAY, 23rd April, 1910.
RUBI	1910	A. Fisher		SATURDAY, 23rd April, 1910.

1910 STEAMER. Please apply to—

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 10th April, 1910.

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Shipping—Steamers.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at NAKAMA WASH.

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route.

from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to

the principal Ports in Mexico, Central and South America.

12 DAYS HONGKONG TO VANCOUVER, SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamer.

From Quebec.

"EMPEROR OF IRELAND" FRIDAY, MAY 20TH.

"ALLAN LINE" FRIDAY, JUNE 10TH.

"EMPEROR OF BRITAIN" FRIDAY, JULY 1ST.

"ALLAN LINE" FRIDAY, JULY 2ND.

"EMPEROR OF IRELAND" FRIDAY, AUGUST 12TH.

"Emperor" Steamers will depart from Hongkong at 6 p.m.

"Monagle" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train

and at St. John, N.B. of Quebec with Atlantic Mail Steamer as shown above. The "Emperors of Britain" and "Emperor of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Emperors" Steamers on the Pacific

and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port.

Via New York.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—L. W. CRAWDFOORD, General Traffic Agent, Corner Fader Street and Praya (opposite Blake Pier).

15

THE P. & O. S. N. CO.'S Steamship

"DELTA."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are

being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, ex.s.s. *Mooltan*.From Australia, ex.s.s. *Moldavia*.From Calcutta, ex.s.s. *Himalaya*.From Persian Gulf, ex.s.s. *N.S.N.* and *B. & P. S. N.* Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 20th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godown.

E. A. HEWETT, Superintendent.

Hongkong, 16th April, 1910.

14

THE P. & O. S. N. CO.'S Steamship

"PALAWAN."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are

being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 20th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godown.

E. A. HEWETT, Superintendent.

Hongkong, 16th April, 1910.

14

THE P. & O

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND	APPROXIMATE INVESTMENT QUOTATION BASED ON LAST TRADES.	CLOSING QUOTATIONS.
				RESERVE	AT WORKING ACCOUNT		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,00,000 \$150,000	52,00,819	52,00,819 1/2% for half year ending 31.12.09 @ ex 1/2= \$15.11	4 7/8 London & Co.
National Bank of China, Limited	90,000	17	15	\$6,000 \$8,000	530,558	530 (London 2/10) for 1909	5/8 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$154,583 \$102,793 \$1,500,000	none	\$10 for 1908	7 1/2 \$170 buyers
North China Insurance Company, Limited	10,000	15	15	\$1,500,000 \$154,583 \$102,793 \$1,500,000	Tls. 207,573	Final of 7/8 making 15/- for 1908	... Tls. 215
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,500,000 \$150,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000	51,484,901	Final of \$17 making \$17 for 1907 and interim of \$30 for 1908	52 1/2 \$860
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$200,000 \$100,000	\$7,617	\$12 and bonus \$3 for 1907	7 1/2 \$230
FIRE INSURANCES.							
China Fire Insurance Company	70,000	\$100	\$20	\$1,000,000 \$130,000 \$180,000	137,541	\$6 and bonus \$6 for 1907	7 1/2 \$111 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,43,778	138,771	\$27 for 1907	8 1/2 \$140
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$9,000 \$180,000 \$100,000 \$150,000	51,035	\$1 for 1906	5/8 \$24 buyers
Douglas Steamship Company, Limited	20,000	\$70	\$50	\$10,700 \$100,000	nil	2/- for year ending 30.6.1908	... \$24 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$103,345 \$19,100	520,766	Final of \$1 for account 1910	8 1/2 \$30 sellers
Indo-China Steam Navigation Co., Ltd. (P/ferred)	60,000	15	15	\$10,000 \$20,000	13,755	6/- for 1907 on Preferred shares only @ ex 1/9 11/16=53. 154/-	... \$73 b.
Do. Do. (Deferred)	60,000	15	15	\$20,000	163,819	3rd in. of 2/- per sh. (coup. No. 12) making 1/- in all/- for '08 & interim of 1/- for ac. '09	5 1/2 95/- ss. & b.
"Shell" Transport and Trading Company, Limited	2,000,000	12	12	\$100,000 \$85,000	51,181	\$100 for year endng 10.4.1909	4 1/2 \$65 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$40,000 \$40,000	51,181	\$100 for year endng 10.4.1909	3 1/2 \$142 sellers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,500,000 \$156,848	Dr. 55,658	\$5 for year ending 31.12.08	5 1/2 \$170 b. & ssales
Luson Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. 513,803	53 for 1907	... \$29 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 30	Tls. 100,000	Tls. 6,008	Tls. 10 for year ending 31.3.09	... Tls. 820 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	12	Pa. 1	\$175,000 \$175,000	none	Final of 1/- making 3/- for 1909	7 1/2 Tls. 18
Holdwater Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	Pa. 10 buyers
Raub Australas Gold Mining Company, Limited	150,000	12	12	18/10	51,478	No. 12 of 1/-=48 cents	5/8 \$38 sellers
Docks, Wharves & Godowns					Dr. 54,198		
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	54,198	57,432	\$1.75 for year ending 31.12.08	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	550,000 \$26,800 \$10,000	510,108	None	550 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	510,000 \$18,442	511,745	Interim of \$4 1/2 for account 1909	164 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,00,000	Tls. 6,261	Interim of Tls. 2/- for 1910	Tls. 80
Shanghai and Hongkow Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 667,237 Tls. 50,00	Tls. 22,815	Final of Tls. 6 making Tls. 10 for 1908	7 1/2 Tls. 125
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	85,000	Tls. 1	Tls. 100	Tls. 25,000 \$10,123	Tls. 4,134	Tls. 6 for year ending 31.3.09	5 1/2 Tls. 102 sellers
Central Stores, Limited	12,000	\$15	\$15	\$15,000 \$50,000	52,645	\$10 on old and 60 cents on first new issue	5/8 buyers
Hongkong Hotel Company, Limited	8,000	\$5	\$50	\$10,000 \$10,000	51,972	Interim of \$2.40 on old and 40 cents on 1st new shares for account 1909	5/8 \$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	\$10,000 \$10,000	52,792	60 cents for 1909	6 1/2 \$65 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$26,045 \$10,000	53,472	5/- for 1909	6 1/2 \$65 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	53,472	52/- for 1909	5 1/2 \$38 buyers	
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,523,045 Tls. 100,000	51,918	Interim of Tls. 3 for account 1909	6 1/2 Tls. 103 ss.
West Point Building Company, Limited	12,500	\$50	\$50	none	51,918	Final of Tls. 3 for account 1909	8 1/2 \$40 sellers
COTTON MILLS.							
Europ-Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 100,000 Tls. 40,008 \$30,000	Tls. 10,981	Tls. 11 for year ending 31.12.09	5 1/2 Tls. 139 ss sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$1	51,533	51,533	30 cents for year ending 31.7.08	\$64
Intercolonial Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	51,533	Tls. 12,374	Tls. 12 for year ending 31.9.08	6 1/2 \$61 sellers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 12	51,533	Tls. 6,482	Tls. 6 for 1909	Tls. 70 sellers
Sey Chit Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 50	Tls. 15,912	Tls. 3,52	Tls. 3 for 1908	Tls. 300 ex div
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,608	12/6	12/6	2,500 \$10,000	51,648	15/- per share for 1908	5/8 \$10
China-Burrah Company, Limited	60,000	\$12	\$12	51,648 \$10,000	nil	60 cents for 1909	5/8 \$114 ss
China Light and Power Company, Limited	50,000	\$10	\$10	51,648 \$10,000	51,648	50 cents for year ended 28.2.06	5/8 \$100 sellers
China Protection Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	51,648 \$10,000	51,648	60 cents for 1909	5/8 \$88 buyers
Dairy Farm Company, Limited	40,000	7/8	36	51,648 \$1,000	51,647	5/- for year ending 31.7.09	5 1/2 \$183 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	51,648 \$1,000	51,756	Interim of 35 cents for account 1909	10 1/2 \$71 buyers
H. Price & Company, Limited	12,000	\$10	\$10	51,648 \$1,000	51,756	8 cents for year ending 31.12.08	6 1/2 \$18 ss
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	51,756	5/- and bonus 35/- for year ending 31.12.09	5/8 \$601 buyers
Hongkong Ice Company, Limited	5,000	\$12	\$12	51,756 \$10,000	51,756	Final of \$8 for 1909	10 1/2 \$100 ss
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	51,756 \$10,000	51,756	Final of \$1 making in all \$8 for 1909	10 1/2 \$100 ss
Maaatschappij tot Mijloch- en Landbouwzaak in Langkat, Limited	25,000	Gu. 100	Gu. 100	Tls. 54,750 Tls. 6,252	Tls. 315,682	4th interim of Tls. 12/- for 1909	6 1/2 \$142 ss
Peak Tramways Company, Limited	25,000	\$10	\$10	51,756 \$10,000	51,756	80 cents on fully paid shares and 8 cents for 1/- paid shares for year ending 31.12.08	5 1/2 \$151 buyers
Peak Tramways Company (new)	50,000	\$10	\$1	51,756 \$10,000	51,756	80 cents on fully paid shares and 8 cents for 1/- paid shares for year ending 31.12.08	5 1/2 \$151 buyers
Philippine Company, Limited	75,000	\$10	\$20	51,756 \$10,000	51,756	None	5 1/2 \$151 ss. & b.
Shanghai-Satsuma Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 7,000	51,756	Final Tls. 5 making Tls. 8 for 1908	4 1/2 Tls. 305 buyers
South China Micaing Post, Limited	6,000	\$25	\$25	none	Dr. 531,006	None	5/8 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	none	51,756	40 cents for year ending 31.12.09	5 1/2 \$85 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	none	51,756	60 cents for year ending 31.12.08	5 1/2 \$93 sellers